A-2 Environmental Initial Study

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BELMONT VILLAGE ENCINITAS-BY-THE-SEA SENIOR RESIDENTIAL CARE FACILITY PROJECT

INITIAL STUDY

Prepared for:

Greystar
444 South Cedros Avenue
Solana Beach, CA 92075

Prepared by:

BPG
BIRDSEYE
PLANNING GROUP

January 2020

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INITIAL STUDY

1. Project title:

Belmont Village Encinitas-by-the-Sea Senior Residential Care Facility

2. Lead agency name and address:

City of Encinitas
Community Development Department
505 South Vulcan Avenue
Encinitas, CA 92024

3. Contact person and phone number:

Scott Vurbeff, Environmental Planner
City of Encinitas
Community Development Department
505 South Vulcan Avenue
Encinitas, CA 92024

4. Project location:

The proposed project site is located on a 19.026 net, 14.43-gross acre site at 3111 Manchester Avenue in the City of Encinitas (APN 261-210-01 and -12). The site is located between Via Poco to the west and the Mira Costa Community College, San Elijo Campus parking lot to the east. The majority of the site is located north of Manchester Avenue and east of the Interstate 5 interchange. A small portion of the site is located south of Manchester Avenue adjacent to the San Elijo Lagoon. While this area is part of the subject property, no project-related disturbance would occur in this area. The southern portion of the site is relatively flat and has historically been used for agricultural production. The northern portion of site contains areas of steep slopes 25% and greater with undisturbed native hillside and vegetation cover. Several small agricultural ancillary structures located at the southwest corner. All development would be confined to the disturbed southern portion of the site. The project location is shown in Figure 1 – Vicinity Map and Project Site.

5. Project sponsor's name and address:

Mr. Beau Brand, Senior Associate, Development
Greystar, Inc.
444 South Cedros Avenue
Solana Beach, CA 92075

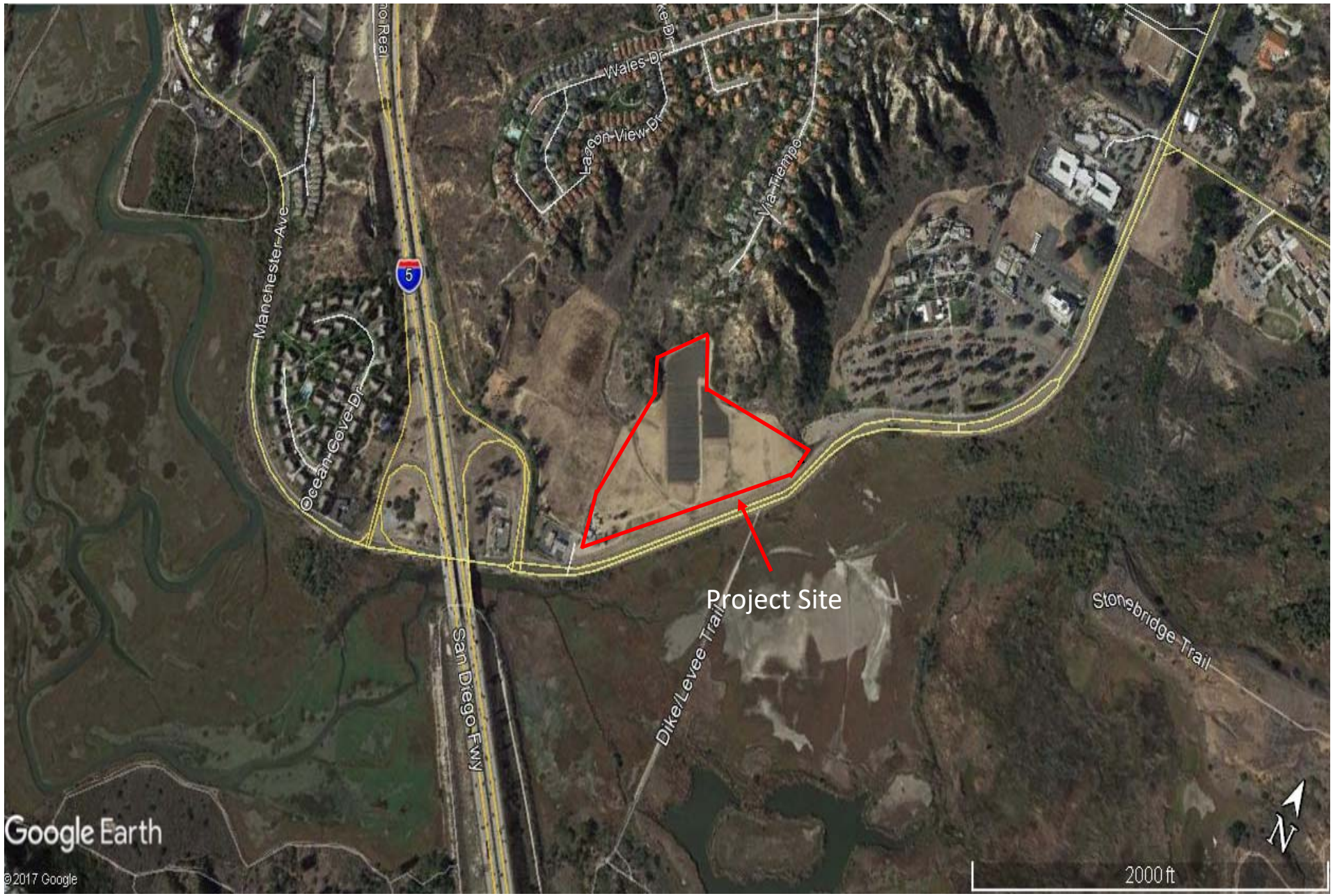

Figure 1—Project Site

6. General Plan designation:

Rural Residential 2

7. Zoning:

Rural Residential 2

8. Description of project:

The Project is for Tentative Map Density Bonus, Planned Residential Development Permit, Major Use Permit, Design Review and Coastal Development Permit for a new, fully-licensed senior care facility and 8 single-family lots that would accommodate 16 affordable housing units located at 3111 Manchester Avenue in Cardiff-by-the-Sea, a community within the City of Encinitas, California. The project site is owned by the Yasuda Family and consists of two lots in a RR-2 zone. The site is located within a California Coastal Appeal Jurisdiction, scenic/visual corridor, hillside/inland bluff overlay zone. The site totals 19.026 gross acres. Caltrans is in process of developing a new facility within an approximately 2.5-acre easement on the western edge of the site. The site has historically been used for agricultural production, primarily strawberries and Asian vegetables. The proposed senior care facility and affordable units are allowed on the site per current zoning provided a major use permit is approved.

The proposed the senior care buildings would be two-stories in height and accommodate a total of 200 units. The 200-unit project will be a fully-licensed Residential Care Facility for the Elderly (RCFE) and would be comprised of 172 IL/AL/CF units and 28 Memory Care units. It is anticipated that 77 of the 172 IL/AL/CF units will be occupied by Independent Living (IL) residents, 68 will be occupied by Assisted Living (AL) Residents and 27 will be occupied by Circle of Friends (CF) Residents. Because the entire facility is licensed, IL units can be converted to AL or CF units, and vice-versa, depending on market demand for acuity type. Memory Care units are not convertible, as they are secured for operational safety. The senior care buildings would be approximately 216,000 square feet (SF) in size, with approximately 60,000 SF of common area. The buildings will be designed in an eclectic Craftsman style incorporating wood, stone and stucco elements. All design aspects would adhere to the City of Encinitas's Design Guidelines.

The 16 affordable units will be located on the eastern side of the site. The units will be approximately 615 square feet and have 17 parking stalls. All design aspects will adhere to the City of Encinitas's Design Guidelines. Greystar is planning to dedicate approximately 6 acres of the site to the San Elijo Lagoon Conservancy as open space.

Vehicle access the project site would be via two driveways off Via Poco. Via Poco is currently a two-lane dead-end street on the north side of Manchester Avenue that provides access to the Project site to the east and to the gas station west of the Project site. The California Dept. of Transportation (Caltrans) plans to improve Via Pico as part of the I-5 North Coast Corridor

Project. Additionally, Caltrans to construct a Park and Ride Lot (e.g., multi-use facility) west of the I-5/Manchester Avenue Interchange, along with a Direct Access Ramp (DAR) to High Occupancy Vehicle (HOV) Lanes from Manchester Avenue. Secondary emergency access from Manchester Avenue would be provided via a gated entrance at the southeast corner of the Project site.

As a condition of approval, that portion of Manchester Avenue fronting the project site would be restriped to match Caltrans improvements on Manchester Avenue which extend east of Via Poco to accommodate DAR improvements and include installation of an eastbound right-turn pocket onto Via Pico. The restriping would shift the existing travel lanes approximately 10 feet to the north to accommodate installation of a 5-foot wide Class II bicycle lane and soft-surface pedestrian trail along the southside of Manchester Avenue, adjacent to the San Elijo Lagoon. These improvements would generally begin at the DAR boundary and extend along the frontage of the project Site.

A 10-foot wide combined bicycle/pedestrian trail and 10-foot wide parkway would be installed on the north side of Manchester Avenue. The parkway improvements would include a vegetated bioswale to retain runoff from Manchester Avenue. East of the project site, Manchester Avenue would transition back to four-through lanes, with a stripped median.

All improvements along Manchester Avenue would be confined to the existing disturbed right-of-way (ROW). No additional ROW would be required, nor would the improvements expand the capacity of Manchester Avenue.

Storm flows from the Project site as well as off-site stormwater flows are currently conveyed under Manchester Avenue and discharged into the San Elijo Lagoon via four existing corrugated metal pipes (CMPs) located along the Project site frontage. Post-construction, the on-site stormwater management system will consist of area drain and catch basin inlets, polyvinyl chloride (PVC) area drain lines, reinforced concrete pipe (RCP) storm drain lines and biofiltration basins. The proposed basins are located near the southeast, southwest and along the west side of the development site.

Storm flows conveyed through the existing soft bottom channel will be captured near the northwest corner of the development area and conveyed around the site perimeter via a dedicated storm drain line. The flows will discharge directly into the San Elijo Lagoon via a new reinforced concrete box culvert. Flows from north and east of the site would be conveyed via a storm drain line around the eastern perimeter and into the San Elijo Lagoon via a new reinforced concrete pipe (RCP). These systems would convey off-site flows around the on-site biofiltration basins. Storm flows associated the project site would be captured, treated and conveyed into the San Elijo Lagoon via four new RCPs. The proposed conveyance features would replace CMPs that would be abandoned in place or removed during construction. These improvements would maintain existing flow rates and discharge locations; thus, flows into the San Elijo Lagoon would not change from existing conditions. Further, proposed storm conveyance infrastructure would have no greater impact on the lagoon than what occurs with the existing system.

The proposed Project also includes construction of a soft surface trail segment (Trail Segment 66) through the northern portion of the Project Site. The proposed trail would extend from an existing sidewalk (planned for use as a trail connector through the Mira Costa College property) on the east to Via Pico on the west where it would connect to a trail segment planned for construction along Via Pico (Trail Segment 65) west of the project site. The proposed trail would be approximately 6 feet in width and constructed as a soft-surface trail consistent with specifications in the Encinitas Trail Master Plan. Trail Segments 66 and 65, along with the proposed 10-foot wide bicycle/pedestrian trail improvements along Manchester Avenue would form a "loop" around the Project site connecting to existing and planned trail segments to the east and west.

A non-wetland, unvegetated ephemeral channel is located onsite. The area permanently impacted by the project north of Manchester Avenue would be 0.08-acre remnant portion of a historical drainage feature. South of Manchester Avenue, the project would temporarily impact approximately 777 square feet of jurisdictional area during replacement of the stormwater outlet pipes. This element of the project would result in 12 square feet of permanent impact to jurisdictional features south of Manchester Avenue.

Impacts to the ephemeral channel and jurisdictional area south of Manchester Avenue would require a Section 1602 Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife (CDFW), a Section 404 Clean Water Act (CWA) permit and a Section 401 Water Quality Certification in accordance with the CWA as well as a Coastal Development Permit (CDP) issued by the City of Encinitas under the Local Coastal Program. Direct impacts to this feature would be mitigated by purchasing off-site credits and dedicating a portion of the project site to the San Elijo Lagoon Conservancy for preservation and restoration. No sensitive plants or animals were observed on-site.

Project construction would begin in late-2020 and the facility is expected to be fully operational by mid-2022. A proposed site plan is shown as Figure 2.

9. Surrounding Land Uses and Setting

The adjacent property to the north is zoned R-3 and is developed with single-family residences. Land to the south is designated Ecological Reserve/Open Space/Park (ER/OS/PK) and contains the San Elijo Lagoon. Land to the west is zoned RR-2 and R-3. A gas station is currently located west of the site. The California Department of Transportation (Caltrans) is developing a park-and-ride/transit facility west of the site adjacent to and west of Interstate 5. Land to the east is zoned Public/Semi-Public (P/SP) and is developed with a Mira Costa College campus and parking lot.

10. Public agencies whose approval is required:

- City of Encinitas– Major Use Permit and Coastal Development Permit;
- U.S. Army Corps of Engineers – Section 404 Nationwide Permit;

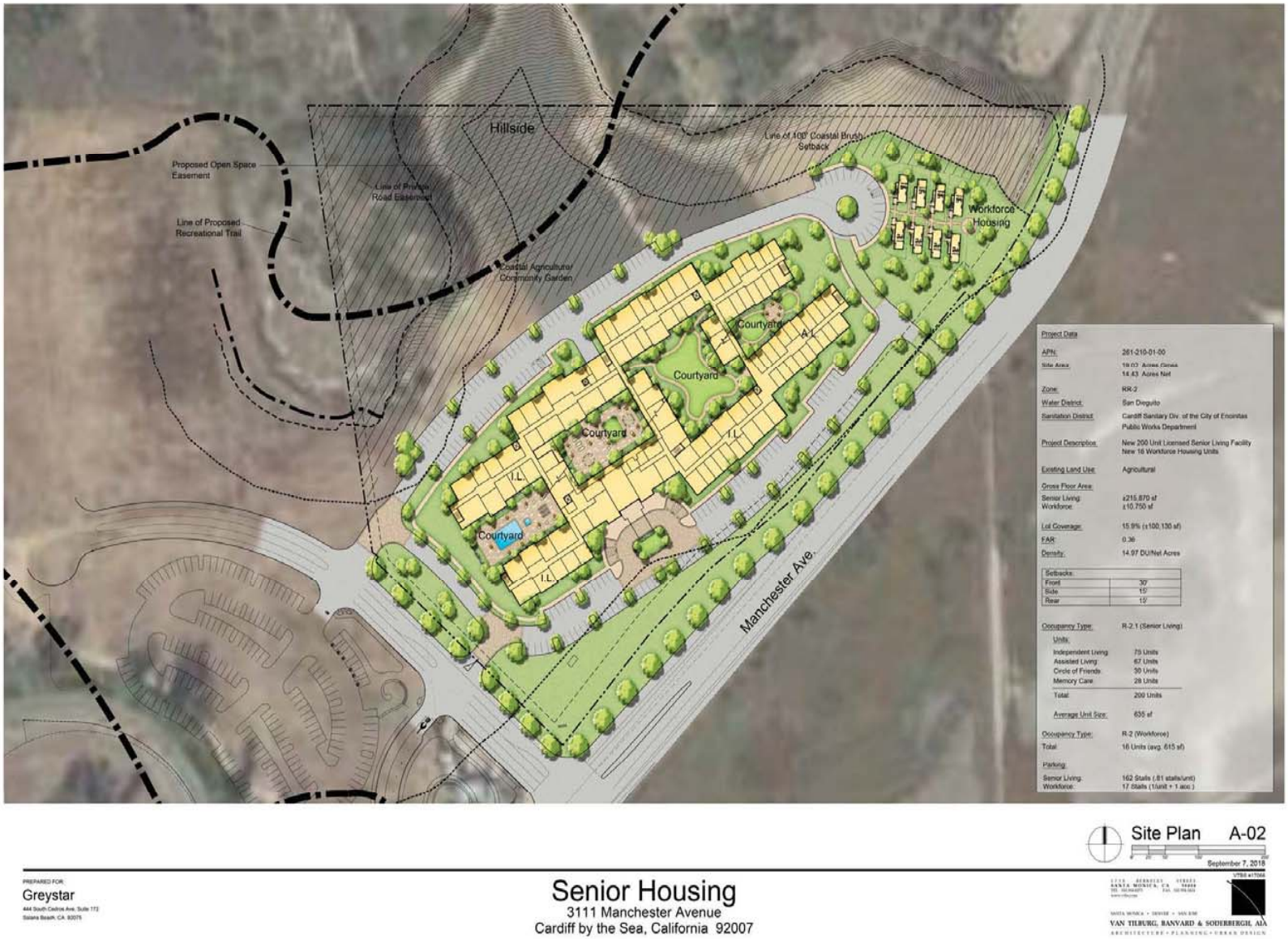

Figure 2—Site Plan

- San Diego Regional Water Quality Control Board – Section 401 Water Quality Certification;
- California Department of Fish and Wildlife – Section 1602 Streambed Alteration Agreement;
- Coastal Development Permit – Encinitas Local Coastal Program

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun is there a plan for consultation?

A Phase I Cultural Resources Report was prepared for the proposed project. As part of the process, a Sacred Lands File (SLF) search was conducted by the Native American Heritage Commission. Tribal representatives identified as part of the SLF search were noticed during preparation of the Phase I Cultural Resources Report. The City of Encinitas will conduct Tribal consultation required per AB 52 upon submittal of the Initial Study and technical appendices.

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology/Soils	☒ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☒ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

_____

Printed Name

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. <u>AESTHETICS</u> – would the project:				
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public view of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

Potential impacts to visual resources were evaluated in a Community Character Study prepared by Latitude 33 (October 2018) and provided herein as Appendix A.

a) The City of Encinitas General Plan Policy 4.7 designates Manchester Avenue from San Elijo Boulevard to Encinitas Boulevard a scenic highway/scenic corridor viewshed. The purpose is to preserve historical views which represent a significant cultural or historical resource to the community. The project site is used for agricultural purposes and is visible from northbound Interstate 5. Further, the site is visible from the residences located to the north of the property. This area was designated a gateway to the City of Encinitas in the Housing Element EIR (2016); and thus, is considered a significant visual resource. While the project would be designed

consistent with applicable standards for the RR-2 zone, because the site is located along a locally-designated scenic corridor, potential impacts to visual resources could be considered significant. **Thus, this issue will be evaluated in the EIR.**

b) There are four designated state scenic highways in San Diego County; State Route 75 (Silver Strand Highway and Coronado Bridge); State Route 78 (Anza-Borrego Desert State Park Road); State Route 125 (State Route 94 to State Route 8 near La Mesa) and State Route 163 between the north and south boundaries of Balboa Park. There are no state designated scenic highways in proximity to the project site. As noted, the site is undeveloped. The San Elijo Lagoon is located south of the site and is a visually prominent feature. There are no heritage trees (Section 15.02.110 of the Municipal Code) or historic structures on the site. Because the project would not impact visual resources along a state designated scenic highway, this issue will not be discussed in the EIR.

c) Implementation of the project would occur on an agricultural site. As referenced, Manchester Avenue has been designated as a scenic corridor within the City of Encinitas. Views into the site would change and while development would be consistent with design guidelines in the Municipal Code for properties in the RR-2 zoning district, changes could be considered significant. **This issue will be evaluated in the EIR.**

d) The project would add new buildings and street lighting which would be visible from Manchester Avenue and Interstate 5. Temporary outdoor lighting may be visible during operation of construction equipment; however, construction is expected to occur primarily during daylight hours. All outdoor street lighting would be designed to City of Encinitas standards contained in Chapter 30.40.010 (H) and (I) of the Municipal Code. However, the Municipal Code specifies that the quality of the night sky be preserved by minimizing light and glare nuisances to adjacent properties within the Cardiff-by-the-Sea Community. Impacts related to light and glare impacts may be significant. **This issue will be evaluated in the EIR.**

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
II. <u>AGRICULTURE AND FOREST RESOURCES</u> -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES -- Would the project:				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Potentially adverse impacts to agricultural resources were evaluated in a Land Evaluation and Site Assessment (LESA) prepared by Birdseye Planning Group, October 2018 and provided herein as Appendix B.

a) The project site is zoned RR-2 which is intended to support residential uses while maintaining aesthetic benefits of lands located within this zoning designation. As referenced, the site has historically been used for agricultural production; thus, the site was evaluated using the California LESA Model to rate the overall value of the project site relative to agricultural production.

The land evaluation score is based on the following:

1. **Land Capability Classification Rating**: The Land Capability Classification (LCC) indicates the suitability of soils for most kinds of crops. Soils are rated from Class I to Class VIII. Soils having the fewest limitations receive the highest rating.

2. **Storie Index Rating**: The Storie Index provides a numeric rating (based upon a 100-point scale) of the relative degree of suitability or value of a given soil for intensive agriculture use. This rating is based upon soil characteristics only.

The site assessment element of the evaluation is based on the following criteria:

- Project Size;
- Water Resource Availability Rating;
- Surrounding Agricultural Land Rating; and
- Surrounding Protected Resource Land.

The scores for the land evaluation and site assessment are calculated and combined to provide one final score which is compared to the significance criteria in the LESA Instruction Manual (1997).

With respect to the land evaluation process, agricultural soils are assigned a Land Capability Classification (LCC) which indicates the suitability of soils for most crops. Soils are rated from Class I to Class VIII. Soils having the fewest limitations receive the highest rating. The dominant soil type on the site that is used for agricultural production is Corralitos loamy sand (CsC)(5-9% slopes). This soil type is a Capability Class III-s soil. According to the Natural Resources Conservation Service (NRCS), Class III soils have severe limitations which minimizes the selection of plants, requires special conservation practices or both. Thus, Class III soils are not Prime soils under the California Department of Conservation (CDC) or the United States Department of Agriculture definitions, unless they are irrigated. The CDC Farmland Mapping and Monitoring Program has classified soils on the southern portion of the site as Prime, if irrigated. The Storie Index score is calculated by multiplying the proportion of the project within each soil type by the soil type's Storie Index rating. Similarly, because the majority of lands surrounding the site are not protected resources, a low rating was also assigned to this criteria.

The LESA Model is weighted so that one-half of the total score is derived from the Land Evaluation and one-half from the Site Assessment. The Land Evaluation subscore for the project site is 30.25, while the Site Assessment subscore is 16.5. The final LESA score is 46.75. As provided Section IV or the LESA Instruction Manual, a final LESA score between 40 and 59 is considered significant only if both the Land Evaluation and Site Assessment sub-scores are each greater than or equal to 20 points. In this case, the Land Evaluation subscore is greater than 20 points (30.25); however, the Site Assessment subscore is less than 20 (16.50). Thus, the project would have a **less than significant** impact on agricultural resources. A detailed discussion of the scoring criteria is provided in the LESA Report (Appendix B). No mitigation for agricultural impacts would be required should the project be developed as proposed. This issue will not be evaluated in the EIR.

b) The project site is not enrolled in a Williamson Act contract. The proposed project would not conflict with any zoning designations designed to promote agriculture. **No impact** would occur under this threshold**.** This issue will not be evaluated in the EIR.

c-e) Neither the site nor surrounding areas are used for timber production. As referenced, the site has been used for commercial agricultural purposes; however, removing the site from agricultural production would not cause a significant or adverse impact as described above. The project would not conflict with any zoning designations designed to preserve timber or agricultural resources. **No impact** would occur under this threshold. This issue will not be evaluated in the EIR.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
III. <u>AIR QUALITY</u> -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Emission estimates provided herein were obtained from the California Emission Estimator Model version 2016.3.2 (Appendix C).

The project site is located within the San Diego Air Basin, which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by generating emissions that equal or exceed the established

long-term quantitative thresholds for pollutants or exceed a state or federal ambient air quality standard for any criteria pollutant.

As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 requiring the preparation of air quality impact assessments for permitted stationary sources. The SDAPCD sets forth quantitative emission thresholds below which a stationary source would not have a significant impact on ambient air quality. Project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in Table 1 are exceeded.

Table 1
Daily Emission Thresholds

Pollutant	Daily Emission Thresholds (lbs/day)
Carbon Monoxide (CO)	550
Nitrogen Oxides (NOx)	250
Particulate Matter 10 (PM_{10})	100
Particulate Matter 2.5 ($PM_{2.5}$)	55
Sulfur Oxides (SOx)	250
Volatile Organic Compounds/Reactive Organic Gases	137*

*- VOC threshold based on the significance thresholds recommended by the Monterey Bay Unified Air Pollution Control District for the North Central Coast Air Basin, which has similar federal and state attainment status as the SDAB for O_3.

Regional construction emissions associated with implementing the proposed project were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (2016) software. Construction emission modeling for site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing. In addition to SDAPCD Rules 52 and 54 requirements, emissions modeling also accounts for the use of low-VOC paint (150 g/L for non-flat coatings) as required by SDAPCD Rule 67. Further, emissions modeling assumed the painting phase would overlap with building construction and paving phases to reduce daily VOC emissions. Construction is expected to begin mid-2019 and continue through 2020.

a) The Federal Clean Air Act Amendments (CAAA) mandate that states submit and implement a State Implementation Plan (SIP) for areas not meeting air quality standards. SIPs are comprehensive plans that describe how an area will attain national and state ambient air quality standards. SIPs are a compilation of new and previously submitted plans, programs (i.e., monitoring, modeling and permitting programs), district rules, state regulations and federal controls and include pollution control measures that demonstrate how the standards will be met through those measures.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB forwards SIP revisions to the USEPA for approval and publication in the Federal Register.

Thus, the Regional Air Quality Strategy (RAQS) and Air Quality Management Plan (AQMP) prepared by SDAPCD and referenced herein become part of the SIP as the material relates to efforts ongoing in San Diego to achieve the national and state ambient air quality standards. The most recent SIP element for San Diego County was submitted in December 2016. The document identifies control measures and associated emission reductions necessary to demonstrate attainment of the 2008 Federal 8-hour ozone standard by July 20, 2018. The San Diego RAQS was developed pursuant to California Clean Air Act (CCAA) requirements. The RAQS was initially adopted in 1991 and was updated in 1995, 1998, 2001, 2004, 2009 and 2016. The RAQS identifies feasible emission control measures to provide progress in San Diego County toward attaining the State ozone standard. The pollutants addressed in the RAQS are volatile organic compounds (VOC) and oxides of nitrogen (NOx), precursors to the photochemical formation of ozone (the primary component of smog). The RAQS was initially adopted by the San Diego County Air Pollution Control Board on June 30, 1992, and amended on March 2, 1993, in response to ARB comments. At present, no attainment plan for particulate matter less than 10 microns in diameter (PM_{10}) or particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) is required by the state regulations; however, SDAPCD has adopted measures to reduce particulate matter in San Diego County. These measures range from regulation against open burning to incentive programs that introduce cleaner technology.

The RAQS relies on information from CARB and San Diego Association of Governments (SANDAG), including mobile and area source emissions, as well as information regarding projected growth in the County, to estimate future emissions and then determine strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends as well as land use plans developed by the cities and the County as part of the development of the individual General Plans. As such, projects that propose development consistent with the growth anticipated by the general plans would be consistent with the RAQS. In the event that a project would propose development which is less dense than anticipated within the General Plan, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that anticipated in the General Plan and SANDAG's growth projections, the project might conflict with the RAQS and SIP; and thus, have a potentially significant impact on air quality.

Under state law, the SDAPCD is required to prepare an AQMP for pollutants for which the SDAB is designated non-attainment. Each iteration of the SDAPCD's AQMP is an update of the previous plan and has a 20-year horizon. Currently the SDAPCD has implemented a 2012 8-hour National Ozone Implementation/Maintenance Plan, a 2007 8-hour Ozone Plan, and a 2004 Carbon Monoxide Plan. The SDAPCD adopted the 2008 8-hour Ozone Attainment Plan for San Diego County on December 16, 2016. CARB adopted the ozone plan as a revision to the California SIP on March 23, 2017. The ozone plan was submitted to the USEPA for review on April 12, 2017. Comments from the USEPA are pending. These plans are available for download on the ARB website located at the following URL: http://www.arb.ca.gov/planning/sip/planarea/sansip.htm.

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city General Plans and the Southern California Association of Government's (SCAG) Regional Transportation Plan (April 2016) socioeconomic forecast projections of regional population, housing and employment growth.

As noted, the RAQS relies on information from CARB and SANDAG, including projected growth in the County, mobile, area and all other source emissions to project future emissions and determine from that the strategies necessary for the reduction of stationary source emissions through regulatory controls. Projects that propose development that is consistent with the growth anticipated by the general plan is consistent with the SIP, AQMP and RAQS.

The proposes to construct 200 independent living, assisted living and memory care units and 16 affordable housing units. The project is consistent with current zoning with approval of a MUP. The project is intended to provide senior and affordable housing and is expected to serve existing residents within the San Diego region. It would not induce growth or cause the local population to increase beyond what is planned within the region. Project-related emissions would not exceed daily thresholds established by the SDAPCD during construction or operation as shown in Tables 2 and 3 or otherwise cause an adverse impact to air quality. The project would be consistent with the SIP, AQMP and RAQS and significance threshold (a - air quality plans) referenced above. Impacts related to this threshold would be **less than significant**; and thus, will not be discussed in an EIR.

b) Project construction would generate temporary air pollutant emissions. Both construction emissions and vehicle emissions associated with operation of the facility are quantified herein.

Construction Emissions

Construction vehicles and equipment operating on the graded site as well as grading/site preparation activities have the potential to generate fugitive dust (PM_{10} and $PM_{2.5}$) through the exposure of soil to wind erosion and dust entrainment. Project related construction activities would also emit ozone precursors (oxides of nitrogen (NO_X), reactive organic gases (ROG)) as well as carbon monoxide (CO). The majority of construction-related emissions would result from site preparation and the use of heavy-duty construction equipment. However, emissions would also be associated with constructing the buildings and paving surface streets.

Site preparation and grading would involve the greatest concentration of heavy equipment use and the highest potential for fugitive dust emissions. The project would be required to comply with SDAPCD Rules 52 and 54 which identify measures to reduce fugitive dust and is required to be implemented at all construction sites located within the SDAB. Therefore, the following conditions, which are required to reduce fugitive dust in compliance with SDAPCD Rules 52 and 54, were included in CalEEMod for site preparation and grading phases of construction.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day. Note – it was assumed watering would occur three times daily for modeling purposes.

3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).

5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction emission modeling for site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing which is expected to begin mid-2020 and extend approximately 18-months. It was assumed for modeling purpose that the entire 14.43 net acre development area would be disturbed during construction. For dust control, it was assumed the disturbed area would be watered three times daily.

As shown in Table 2, construction of the proposed project would not exceed the SDAPCD regional thresholds during either 2020 or 2021. No mitigation in addition to compliance with SDAPCD Rule 52 and 57 would be required to reduce construction emissions to less than significant. Construction impacts would not cause an adverse air quality impact per thresholds (b) and (d) referenced above.

Table 2
Estimated Maximum Mitigated Daily Construction Emissions

Construction Phase	Maximum Emissions (lbs/day)					
	ROG	**NO_x**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
2021 Maximum lbs/day	4.5	50.2	32.5	0.06	20.4	11.9
2022 Maximum lbs/day	102.9	21.4	22.4	0.05	2.7	1.3
SDAPCD Regional Thresholds	*137*	*250*	*550*	*250*	*150*	*55*
Threshold Exceeded 2021	**No**	**No**	**No**	**No**	**No**	**No**
Threshold Exceeded 2022	**No**	**No**	**No**	**No**	**No**	**No**

Operation Emissions

Table 3 summarizes emissions associated with operation of the proposed project. Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources including landscape equipment and architectural coating emissions as the structures are repainted over the life of the project. The majority of operational emissions are associated with vehicle trips to and from the project site. Trip volumes were based on trip generation factors for storage facilities incorporated into CalEEMod. As shown in Table 3, the net change in emissions would not exceed the SCAQMD thresholds.

Table 3
Estimated Daily Operational Emissions

	Estimated Emissions (lbs/day)					
	ROG	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project						
Area	6.3	0.2	17.8	0.01	0.09	0.09
Energy	0.04	0.3	0.1	0.01	0.03	0.03
Mobile	0.9	3.5	7.9	0.02	2.3	0.6
Maximum lbs/day	**7.2**	**4.0**	**25.9**	**0.04**	**2.4**	**0.7**
SCAQMD Thresholds	*137*	*250*	*550*	*250*	*150*	*55*

Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

See Appendix C for CalEEMod version. 2016.3.2 computer model output for operational emissions. Summer emissions shown.
Note – totals may vary slightly due to rounding.

Therefore, the project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be **less than significant.** This issue will not be evaluated in the EIR.

c) The nearest sensitive receptors to the project site are the single-family residences located north of the site at the south end of Via Tiempo. As shown above, neither the total construction or operation emissions would exceed the SDAPCD thresholds. In addition to quantifying emissions, SDAPCD recommends performing a local CO hotspot analysis if an intersection meets one of the following criteria: 1) the intersection is at Level of Service (LOS) D or worse and where the project increases the volume to capacity ratio by 2 percent, or 2) the project decreases LOS at an intersection to D or worse. A CO hotspot is a localized concentration of CO that is above the state or national 1-hour or 8-hour CO ambient air standards. Localized CO "hotspots" can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal AAQS of 35.0 parts per million (ppm) or the state AAQS of 20.0 ppm. As discussed in Section XVII, *Transportation/Traffic*, the proposed project would not cause any significant or adverse impacts to the intersections and road segments studied. All intersections and segments studied would operate at LOS C or better with the project. The project would not contribute to traffic conditions that would create a CO hotspot adverse health risks. Therefore, impacts would be **less than significant.** This issue will not be evaluated in the EIR.

d) The proposed project would generate odors from construction (i.e., diesel exhaust, asphalt). Construction odors would be temporary. Construction emissions would not exceed SDAPCD impact thresholds; thus, short-term odors are not expected to be significant. During operation, the facility would not generate odors. Odors impacts would be **less than significant.** This issue will not be evaluated in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The material presented herein is based on the *Biological Resource Assessment for the 3111 Manchester Avenue Site,* prepared by BLUE Consulting Group, October 2019 and the Jurisdictional Waters/Wetland Delineation Report, prepared by RECON, August 2019. The reports are provided herein as Appendices D and E.

a) This section identifies and evaluates impacts to biological resources associated with the proposed project in the context of the draft North County Multiple Species Habitat Conservation Plan (MSHCP) and State and Federal regulations such as the Endangered Species Act (ESA), Clean Water Act (CWA), and the California Fish and Game Code.

The draft North County MHCP is a comprehensive, multiple jurisdictional planning program designed to develop an ecosystem preserve in northern San Diego County. Implementation of the regional preserve system is intended to protect viable populations of key sensitive plant and animal species and their habitats, while accommodating continued economic development and quality of life for residents of the North County region. The MHCP is one of several large multiple jurisdictional habitat planning efforts in San Diego County, each of which constitutes a subregional plan under the California Natural Community Conservation Plan (NCCP) Act of 1991. The MHCP includes seven incorporated cities in northwestern San Diego County: Carlsbad, Encinitas, Escondido, Encinitas, San Marcos, Solana Beach, and Vista. These jurisdictions will implement their respective portions of the MHCP through citywide "subarea" plans, which describe the specific implementing mechanisms each city will institute for the MHCP.

The City of Encinitas Subarea Habitat Conservation Plan (HCP)/Natural Community Conservation Plan addresses how the City of Encinitas will conserve natural biotic communities and sensitive plant and wildlife species under the MHCP framework. The Subarea Plan will provide regulatory certainty to the landowners within the City and aid in conserving the region's biodiversity and enhancing the quality of life. The Subarea Plan addresses the potential

impacts to natural habitats and rare, threatened or endangered species caused by projects within the Cities. The Subarea Plans will also form the basis for Implementing Agreements, which will be the legally binding agreements between the City and the Wildlife Agencies that ensure implementation of the plan and provides the City with State and federal "Take authority."

Vegetation Communities

As referenced, the entire project site is comprised of approximately 19.026 acres. A 19.68-acre areas was surveyed and recorded as part of the biological field work. Table 4 shows the breakdown of vegetation communities.

Table 4
Habitat Type

Habitat Type	Acreage
Channel, unvegetated ephemeral*	0.08
Freshwater marsh*	0.13
Coastal sage scrub	1.81
Agricultural/Greenhouse (graded/maintained)	15.17
Disturbed habitat (urban)	0.68
Developed (paved)	1.81
Total	19.68

*-jurisdictional wetlands

A total of six habitat types occur within the project site: freshwater marsh, unvegetated ephemeral waters of the U.S. (channel), coastal sage scrub, agricultural, urban disturbed (previously graded), and developed. The Freshwater marsh (0.13 acres) occurs on the portion of the property located south of Manchester Avenue and would not be affected by project improvements. The Coastal sage scrub community located on the north end of the property comprises approximately 1.81 acres. This area would be avoided and placed in a conservation easement for long-term preservation.

Special Status Plants

Sensitive or special interest plant species are those which are considered rare, threatened, or endangered within the state or region by local, state, or federal resource conservation agencies. Sensitive plant species are so called because of their limited distribution, restricted habitat requirements, or particular susceptibility to human disturbance, or a combination of these factors. A total of 31 sensitive plant species have the potential to occur on-site; however, the potential to occur is low because there is a lack of appropriate habitat. No sensitive plant species were observed on-site. No compensatory or avoidance action would be required for sensitive plants under CEQA.

Special Status Animals

Sensitive or special interest wildlife species and habitats are those which are considered rare, threatened, or endangered within the state or region by local, state, or federal resource conservation agencies. Sensitive species are so called because of their limited distribution, restricted habitat requirements, or particular susceptibility to human disturbance, or a combination of these factors. A single sensitive wildlife species, a Turkey Vulture (*Cathartes aura*), was observed flying overhead. The subject property supports a high-quality CSS community; however, based on the location, it has low habitat value for use by the coastal California gnatcatcher.

Raptor Use
The site contains numerous scattered mature trees as well as mature ornamental landscaping. Mature trees can support raptor nesting. Raptors are large predatory or scavenger birds that typically require tall trees for perching and nesting associated with adjacent open grasslands to forage. Due to declining habitat and the associated declining numbers of these species on the whole, many raptor species have been designated as California Species of Special Concern by the CDFW. These species are protected, especially during their critical nesting and wintering stages. Raptors are protected under the CDFW California Raptor Protection Act (Title 14, Section 670). No historic raptor nests were observed within the trees onsite.

Nesting Birds
The project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to August 31). Impacts to nesting birds are prohibited by the Migratory Bird Treaty Act and California Fish and Game Code. Mitigation Measure BIO-1 would reduce potential nesting bird impacts to less than significant.

> **Mitigation Measure BIO-1**: As feasible, vegetation clearing should be conducted outside of the nesting season, which is generally identified as February 1 through September 15. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests based on his/her judgement, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

With implementation of Mitigation Measure **BIO-1**, impacts to sensitive species would be **less than significant**. Further, the project would be consistent with the City of Encinitas's biological regulations, the draft North County Multiple Habitat Conservation Program (MHCP). However, reasonable or feasible options to avoid impacts to migratory birds without mitigation. **This issue will be addressed in the EIR.**

b and c) As referenced, a jurisdictional delineation was performed for the project site (see Appendix D and E). Two jurisdictional features occur on the property. A 0.13-acre Freshwater marsh is located south of Manchester Avenue. This area would not be affected by the project. The 0.08-acre area unvegetated ephemeral channel would be permanently impacted by project

improvements north of Manchester Avenue. South of Manchester Avenue within the area affected by the replacement of stormwater discharge pipes, there are a total of 10 vegetation communities comprising 2.7 acres in the area studied. Replacement/modifications to the existing drainage pipes would result in 777 square feet of temporary impact and 12 square feet of permanent impact to jurisdictional features south of Manchester Avenue.

The jurisdictional features are under the jurisdiction of the US Army Corps of Engineers, Regional Water Quality Control Board (RWQCB) and CDFW and would require permits from each agency for impacts to this resource. The following permits would be required: a Section 1602 Streambed Alteration Agreement (SAA) from the CDFW, a Nationwide Permit (NWP) in accordance with Section 404 of the federal Clean Water Act (CWA) and a 401 Water Quality Certification in accordance with Section 401 of the CWA. Additionally, a Coastal Development Permit would be required from the City of Encinitas through their Local Coastal Program. Implementation of Mitigation Measure **BIO-2** would reduce direct impacts to the non-vegetated ephemeral channel to **less than significant.** However, there may be feasible alternatives to avoid impacts to the non-vegetated ephemeral channel. **This threshold will be evaluated in the EIR.**

> **Mitigation Measure BIO-2**: Purchase a 0.08-acres of mitigation land within the San Luis Rey Mitigation Bank and donate 0.13 acre of Freshwater Marsh to the San Elijo Lagoon Conservancy.

d) Corridors and linkages are smaller constrained areas of habitat that connect larger areas of habitat which are otherwise separated by rugged terrain, changes in vegetation, or urban development. This allows for an exchange of gene pool between wildlife populations which increases the genetic viability of otherwise isolated populations. The property is itself generally developed and actively utilized with the surrounding are to the north and east dominated by high density development. While the San Elijo Lagoon and Open Space is immediately adjacent to the southern property line, the Property located on the north side of Manchester Avenue is not within an existing recognized habitat corridor. N**o impact** to wildlife movement corridors would occur with project implementation; thus, this issue will not be addressed in the EIR.

e-f) No native or ornamental trees occur on-site. No impacts associated with tree removal and/or related policies would occur as a result of the proposed project. As referenced, the project site is covered within the draft North County MHCP and City of Encinitas Subarea Habitat Conservation Plan (HCP)/Natural Community Conservation Plan. Both are multiple jurisdictional planning programs designed to develop an ecosystem preserve in northern San Diego County. The project site does not contain sensitive plant or animal resources that are regulated these documents; thus, **no impact** would occur under this threshold. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES -- would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Information in the following section was obtained from the *Phase I Cultural Resource Study for the 3111 Manchester Avenue Project*, Brian F. Smith and Associates, Inc. (August 2018) and is provided herein for reference as Appendix E.

a) The project site is used for agricultural purposes and has several out buildings located near the southwest corner of the site. These structures are not considered historic. There are no historic buildings, structures, rock outcroppings or other features on or in proximity to the site. Because there are no historic features present, **no impact** would occur as a result of project implementation. This issue will not be addressed in the EIR.

b) Tribal noticing was performed during preparation of the Cultural Resources Report. No formal consultation with Native American Tribes has occurred as part of the current application or cultural resource investigation. Consultation required per AB 52 would be performed as part of the formal CEQA process conducted by the City of Encinitas. As referenced in the Cultural Resource Report, the property survey did not identify any significant cultural resources. One isolate metate fragment was observed; however, this fragment does not retain any cultural value. However, while the survey was negative for significant cultural resources, archaeological and Native American monitoring was recommended during all ground-disturbing activities as grading may expose areas containing buried cultural deposits not observed during the survey. The recommendation for archaeological monitoring is based upon the sensitivity of the area and the fact that soil movement downslope toward Manchester Avenue over many decades of agricultural disturbance has created the potential for buried and covered archaeological sites that may have existed along the lagoon shoreline. Because of the potential site sensitivity, the following mitigation measures are recommended.

Mitigation Measure CUL-1: ***In the event Cultural Resources are discovered:*** The project permittee/owner shall retain a certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown cultural resources. Prior to grading, the project permittee/owner shall provide to the City verification that a certified archaeological monitor has been retained. Any newly discovered cultural resource deposits shall be subject to a cultural resource evaluation. A final report documenting the monitoring activity and disposition of any recovered cultural resources shall be submitted to the City of Encinitas, San Diego Museum of Man and the appropriate tribe within 60 days of completion of monitoring.

Mitigation Measure CUL-2: ***Archaeological Monitoring:*** At least 30-days prior to application for a grading permit and before any grading, excavation, and/or ground-disturbing activities on the site take place, the project permittee/owner shall retain a Secretary of the Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities to identify any unknown archaeological resources.

1) The Project Archaeologist, in consultation with consulting tribes, the permittee/owner, and the City, shall develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the plan shall include:

    a. Project grading and development scheduling;
    b. The development of a schedule in coordination with the permittee/owner and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and,
    c. The protocols and stipulations that the permittee/owner (Developer), City, tribes, and Project Archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resource evaluation.

Mitigation Measure CUL-3: ***Native American Monitoring:*** Professional Native American Tribal monitors shall also participate in monitoring of ground-disturbing activity. At least 30 days prior to issuance of grading permits, agreements between the Developer/Applicant and a Native American Monitor shall be developed regarding prehistoric cultural resources and shall identify any monitoring requirements and treatment of cultural resources so as to meet the requirements of CEQA. The monitoring agreement shall address the treatment of known cultural resources; the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground-disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and

final disposition of any cultural resources, sacred sites, and human remains discovered on-site.

Mitigation Measure CUL-4: ***Disposition of Cultural Resources:*** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, one or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be submitted to the City of Encinitas Planning Department:

1) Preservation-in-place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resource.

2) On-site reburial of the discovered items as detailed in the Monitoring Plan required pursuant to Mitigation Measure CUL-2. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments

2) The permittee/owner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources, and adhere to the following:

    a. A curation agreement with an appropriate qualified repository within San Diego County that meets federal standards per 36 Code of Federal Regulations Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation; and,

    b. At the completion of grading, excavation, and ground disturbing activities on-site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the Project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Encinitas, San Diego Museum of Man and interested tribes.

Mitigation Measure CUL-5: ***Human remains:*** If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the San Diego County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the San Diego County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendants(s)" for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98 and the agreement described in CUL-32.

With implementation of Mitigation Measures CUL-1 through CUL-5, potential impacts to cultural resources would be **less than significant**. However, there may be feasible options to avoid or reduce potentially significant impacts related to cultural resources. **This issue will be evaluated in the EIR.**

c) The potential for encountering human remains at the project site is low. No known burial sites have been identified on the site or in the vicinity. With implementation of Mitigation Measure CUL-5 as a condition of project approval, this impact would be reduced to **less than significant.** This issue will not be evaluated in the EIR.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
VI. ENERGY – would the project:				
a) Result in potentially significant adverse impact due to wasteful, inefficient, consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

a) Project construction would utilize common methods for site preparation, grading and installation of all infrastructure. Techniques are not expected to be wasteful or otherwise result in inefficient use of fuels or other sources of energy. The proposed project would be required to comply with California Energy Code Title 24 requirements in effect at the time buildings are being designed. A **less than significant** impact would under this threshold. This issue will not be addressed in the EIR.

b) The project would construct a residential care facility and 16 affordable housing units. The project would utilize heavy equipment that meets CARB requirements for energy efficiency and emission reduction. The project would be consistent with the City of Encinitas Climate Action Plan as discussed in Section VIII, *Greenhouse Gas*. The project would not conflict with a state or local plan regarding renewable energy or energy efficiency. **No impact** would under this threshold. This issue will not be addressed in the EIR.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
VII. GEOLOGY AND SOILS – would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – would the project:				
off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

A geotechnical investigation for the proposed project site was performed by Alta California Geotechical, Inc., dated January 2, 2018 and provided for reference as Appendix F. The geotechnical investigation provides site specific information related to seismic and non-seismic hazards as summarized below.

a (i-ii) Ground rupture and related effects such as lurching (i.e., the rolling motion of surface materials associated with passing seismic waves) can adversely affect surface and subsurface structures. The project site is not located within the boundaries of an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972 or a San Diego County Fault Hazard Zone for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. There are no known active or potentially active faults traversing the area and the risk of ground rupture resulting from fault displacement beneath the site is low (Alta California Geotechnical, Inc., 2018).

During the life of the proposed improvements, the property may experience moderate to occasionally high ground shaking from known faults, as well as background shaking from other

seismically active areas of the Southern California region. However, site preparation and construction of building foundations consistent with the geotechnical report recommendations, subsequent geotechnical design recommendations addressing liquefaction and current California Building Code (CBC) requirements, would address seismic concerns and related structural impacts associated with ground shaking. Impacts would be **less than significant** and not addressed in an EIR.

a (iii) Liquefaction typically occurs within the upper 50 feet of the surface, when saturated, loose, fine- to medium-grained soils (sand and silt) are present. Earthquake shaking suddenly increases pressure in the water that fills the pores between soil grains, causing the soil to lose strength and behave as a liquid. When liquefaction occurs, the strength of the soil decreases, reducing the ability of the underlying soil to support foundations for buildings and other structures. The type of geologic process that created a soil deposit has a strong influence on its liquefaction susceptibility. Saturated soils that have been created by sedimentation in rivers and lakes can be very susceptible to liquefaction. Based on the site location and depth to groundwater (2-6 feet above sea level), the project site has high liquefaction potential. The geotechnical report recommends further evaluation be performed by engineers with specific expertise in liquefaction design to provide recommendations for addressing liquefaction at the project site. Because liquefaction and/or related effects may occur on the site and avoidance options may be available. **This issue will be evaluated in the EIR.**

a (iv) The project site gently slopes to the north. The slopes are steeper near the north end of the site which terminates in proximity to residential properties located at the southern end of Via Tiempo. The geotechnical report indicated there was no evidence that landslides have occurred on the property. Further, based on the soil type, graded fill slopes up to 30 feet in height at a 2:1 ratio would be stable. The slopes are expected to be no steeper than 2:1 and stabilized to avoid any impacts related to landslides. Impacts related to landslides would be **less than significant** and not addressed in an EIR.

b) As noted, the site gently slopes to the north with the degree of slope increasing towards the north end of the site. The site is greater than one acre in size and individual improvements would disturb more than one acre; thus, the project would be subject to State Water Resources Control Board General Construction Permit during construction to minimize soil erosion. For additional information, see Section IX, *Hydrology and Water Quality*. With implementation of Best Management Practices (BMPs) specified in the Stormwater Pollution Prevention Plan (SWPPP) prepared for the project, soil erosion hazard impacts would be **less than significant** and not addressed in an EIR.

c, d) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils; or (6) added load on the land surface. The soils on-site are comprised of young alluvial flood plain deposits. The alluvium is comprised of sand, silty sand, sandy silts and clayey silts. Soil

testing indicates the alluvium has a low potential for expansion. However, given the need to address liquefaction potential, measures implemented would also alleviate the potential for subsidence and related impacts to structures. The geotechnical report provides remedial recommendations for the upper 30 feet of alluvium that include (1) dynamic compaction and (2) use of stone columns. Implementation of these and/or measures provided during subsequent geotechnical review would reduce potential impacts to **less than significant**. However, land subsidence and expansive soils can be related to liquefaction. **This issue will be addressed in the EIR.**

e) The proposed project would connect to an existing sewer line located along Manchester Avenue. No septic systems would be installed. This issue will not be evaluated in the EIR.

f) Construction of new development projects is not anticipated to adversely affect known unique paleontological resources or unique geologic features; however, because the site is located in proximity to areas that have been documented as highly sensitive for paleontological resources, this issue may be significant. Because it is unknown whether paleontological resources occur on-site, it is not reasonable or feasible to develop avoidance alternatives and evaluated this issue in the EIR. Implementation of Mitigation Measures **CUL-1** and **CUL-2** would reduce potential impacts to paleontological resources to **less than significant**. This issue will not be addressed in an EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. <u>GREENHOUSE GAS EMISSIONS-</u> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Information in this section was obtained from the *3111 Manchester Avenue Greenhouse Gas Technical Report* prepared for the project by Birdseye Planning Group (December 2019) Appendix G).

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor,

carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C cooler. However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations (Cal EPA, 2006).

Pursuant to the requirements of SB 97, the *CEQA Guidelines* were amended to include feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

For future projects, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). The proposed project is evaluated herein based on a 900 MT CO_2E significance threshold. To determine whether GHG emissions associated with the proposed project are "cumulatively considerable," consistency with applicable GHG emissions reductions strategies recommended by the City of Encinitas 2018 Climate Action Plan is discussed herein.

a) Construction activities would generate greenhouse gas (GHG) emissions associated with equipment operation. Site preparation and grading typically generate the greatest emission quantities because the use of heavy equipment is greatest during this phase of construction. Emissions associated with the construction period were estimated based on the projected maximum amount of equipment that would be used onsite at one time. Air districts such as the SDAPCD have recommended amortizing construction-related emissions over a 30-year period to calculate annual emissions. Construction of the project would generate approximately 1,140 metric tons of GHG emissions during construction. Amortized over 30 years, the project would generate 38 metric tons per year, as shown in Table 6 below.

Table 5 also shows the new construction, operational, and mobile GHG emissions associated with the proposed project. Long-term operational emissions relate to energy use, solid waste, water use, and transportation. Each source is shown below in Table 5. Cumulatively, the estimated emissions would not exceed the 900 MT CO_2E annual emission threshold.

Table 5
Combined Annual Greenhouse Gas Emissions

Emission Source	Annual Emissions (CO_2E)
Construction	38 metric tons
Operational	
Energy	316 metric tons
Solid Waste	24 metric tons
Water	89 metric tons
Mobile	425 metric tons
Total	**892 metric tons**

See Appendix for CalEEMod software program output.

The project would incorporate design strategies intended to minimize GHG emissions. These features focus on reducing energy consumption, water demand and transportation vehicles miles traveled and implementation would be conditions of approval for the overall project:

- Improved transit connectivity to ensure pedestrian access to neighboring transit services;
- Exceed Title 24 standard by 15% (as required by City of Encinitas 2011 CAP);
- Install high efficency lighting to achieve a 95% reduction in electrical demand associated with lighting;
- Install energy efficient mechanical systems and appliances;
- Install low flow plumbing fixtures;
- Implement water conservation system to reduce demand by 20%; and
- Install water efficient irrigation system to achieve 6.1% reduction in water use.

With implementation of the above referenced design measures required Title 24 of the California Energy Code and state legislation, GHG emissions would be less than the 900 MT annual standard. This would be **less than significant** impact. However, because measures to reduce GHG emissions statewide are an important issue at the local level, this issue will be addressed in the EIR.

b) The City of Encinitas adopted a Climate Action Plan (CAP) in January 2018. The following GHG reduction measures incorporated in the CAP that are relevant to new residential construction are listed below:

BE-2 Require New Single-Family Homes to Install Solar Water Heaters. Require all new single-family homes to install solar water heaters or other efficiency technology, unless the installation is impracticable due to poor solar resources. Other efficiency technology would include installation of a renewable energy technology system that uses renewable energy as the primary energy source for water heating.

RE-2 Require New Homes to install Solar Photovoltaic Systems. Require new single-family homes to install at least 1.5 Watt solar per square feet or minimum 2 kiloWatt (kW) per home. Require new multi-family homes to install at least 1 Watt solar per square foot or minimum 1 kW per unit, unless the installation is impracticable due to poor solar resources.

CET-4 Require Residential Electric Vehicle Charging Stations. Require new residential units to install EVCS equipment. For single family residence, install complete 40-Amp electrical circuit (EV Ready). For multi-family residences, install EVCS equipment at 5% of the total number of parking spaces.

ZW-1 Implement a Zero Waste Program. Implement a Zero Waste Program to reduce waste disposal from residents and businesses in the community. By 2020, divert 65% of total solid waste generated (equivalent to 5.3 pounds per capita per day waste disposal). By 2030, divert 80% of total solid waste generated (equivalent to 3 pounds per capita per day waste disposal).

The proposed project would be designed and constructed to comply with applicable policies in the CAP intended to reduce GHG emissions from new residential construction. With implementation of measures to reduce GHG emissions, the project would not exceed the 900 MT CO2E annual threshold. However, because measures to reduce GHG emissions statewide are an important issue at the local level, this issue will be addressed in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Information provided in this section was provided in the *Phase I Environmental Site Assessment for 3111 Manchester Avenue* prepared by Advantage Environmental Consultants, November 2017 (Appendix H).

a-c) The proposed project would be a senior residential care facility with 16work force housing units. Aside from the typical materials (i.e., cleansers, automobile fluids, etc.) used and/or

stored in small quantities, no hazardous materials would be used, stored or transported to/from the site.

It is assumed that some level of medical care would be provided. Like any medical facility, operation would require the ongoing use, storage and routine transport of hazardous materials consisting primarily of pharmaceuticals, medical waste, disinfectants and common cleaning chemicals. In the state of California, medical waste is managed according to the Medical Waste Management Act (MWMA). The Department of Environmental Health (DEH) is responsible for implementing the MWMA which is part of the California Health and Safety Code 117600-118360. The MWMA was adopted by the state legislature in 1990 and regulates the generation, handling, storage, treatment and disposal of medical waste. The MWMA provides the authority for DEH to issue permits and enforce regulations at facilities such as hospitals, skilled nursing facilities, biotech facilities, clinics and offices that generate large quantities of medical waste.

To implement MWMA requirements, facilities that generate medical waste are required to prepare and implement a Medical Waste Management Program. The Plan ensures the protection of public health and safety and the environment, through the implementation and enforcement of regulations that apply to the handling, storage, treatment, and disposal of biohazardous waste. The Medical Waste Management Plan addresses, sharps (i.e., needles), blood and blood products and microbiology laboratory waste and specifies how these materials are to be segregated, packaged and labeled for pick up and transportation off-site for treatment and disposal.

The nearest school to the project site is the Mira Costa College San Elijo Campus which is located adjacent to and east of the property. The Country Day School which is located at 3616 Manchester Avenue in Encinitas, is approximately one-mile northeast of the site. While the Mira Costa Campus is located within ¼ mile of the site, all hazardous waste would be managed according to MWMA requirements referenced above. No other schools are located within ¼ mile of the site. A **less than significant** impact would occur under these thresholds. This issue will not be addressed in an EIR.

d) As referenced, the site has been historically used for agricultural purposes. As part of the Phase I ESA process, soils samples from the site were tested to determine whether organochlorine pesticides (OCPs) and arsenic were present. No OCP concentrations were detected above the laboratory detection limits in any of the soil samples analyzed. Total arsenic was detected in two of the four soil samples at concentrations of 2.80 milligrams per kilogram (mg/kg) (001) and 8.94 mg/kg (002). The concentrations are below the ambient screening level of 12 milligrams per kilogram recognized by the State of California Department of Toxic Substances Control. The Phase I ESA determined that no Recognized Environmental Conditions (RECs) are present on the site and that no further evaluation for the presence of hazardous materials is warranted. A **less than significant** impact would occur under this threshold. This issue will not be addressed in an EIR.

e, f) McClellen-Palomar Airport is located approximately 8.0 miles north of the site and is the closest airport. The project site is not located within the McClellen-Palomar Airport Influence Area, within 2 miles of a public use airport or in proximity to a private airstrip. **No impact** would occur under this threshold; and thus, this issue would not be addressed in an EIR.

g) The proposed project would not obstruct access to the project vicinity through road closures or other project actions that could impact evacuation routes or otherwise impair evacuation during emergencies. Any improvements to Manchester Avenue to facilitate ingress/egress into the project would be managed via a traffic control plan to minimize safety and access impacts during construction. **No impact** would occur under this threshold; thus, this issue will not be addressed in an EIR.

h) The project site is located in a developed area. The project site is not located in a Fire Hazard Severity Zone as designated in maps prepared for San Diego County by the California Department of Forestry and Fire Protection (San Diego County, 2018). **No impact** would occur under this threshold; and thus, this issue will not be addressed in an EIR.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surveys, in a manner which would:	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
(i) result in substantial erosion or siltation on- or off-site?				
(ii) substantially increase the rate or amount of surface water runoff which would result in flooding on- or off-site?	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
(iv) Otherwise impede or redirect flood flows?	☒	☐	☐	☐
d) In flood hazard, tsunami or seiche zone, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Material in this section was obtained in part from the 3111 Manchester Avenue Senior Care Facility Drainage Study prepared by Urban Resource, Inc. (September 2018) (Appendix I).

a) The on-site stormwater management system will consist of area drain and catch basin inlets, polyvinyl chloride (PVC) area drain lines, reinforced concrete pipe (RCP) storm drain lines, and biofiltration basins. To meet water quality, hydromodification, and detention requirements, onsite stormwater mitigation measures will, at a minimum, include three biofiltration basins onsite that comprise of mulch, engineered soil media, gravel, and an underdrain system. The proposed development will increase peak storm flows. Onsite stormwater detention is proposed to mitigate the increase in peak storm flows for the 100-year storm frequency. Increased peak flows for the 100-year storm frequency will be addressed with the proposed biofiltration basins, and if necessary, underground storage pipes.

This project is categorized as a Priority Development Project for storm water subject to the requirements of hydromodification management. The proposed biofiltration basins will also provide water quality treatment for the developed area and will provide hydromodification mitigation. Biofiltrations BMPs will incorporate underdrains per geotechnical recommendations. Critical Coarse Sediment Protection for off-site flows will be addressed by proposed RCP storm drains that will convey the off-site storm flows directly to the San Elijo Lagoon, bypassing the onsite biofiltration basins.

The on-site storm drain system has been designed to capture and convey flows into biofiltration basins for treatment and address hydromodification requirements. The project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. However, because this issue has the potential to affect jurisdictional resources on the south side of Manchester Avenue, this issue will be addressed in the EIR.

b) The project site is located in the City of Encinitas in the Olivenhain Municipal Water District service area. OMWD's potable distribution system consists of approximately 434 miles of pipeline, fourteen reservoirs and six pump stations. Per the 2015 Urban Water Management Plan, all potable water distributed by OMWD is purchased from the California Water Association (CWA). No groundwater is pumped from wells within the service area to augment supplies of purchased water. The project site is not within a groundwater recharge area. Project impacts on groundwater supply would be **less than significant**. This issue would not be addressed in the EIR.

c) The project would modify on-site drainage. Construction of the stormwater treatment system would retain the design capture volume for the project. This would avoid substantial erosion or siltation on- or off-site.

i) While the project would modify on-site drainage, it would not alter the course of an existing stream or river that would result in on- or off-site erosion or siltation. Construction of the stormwater treatment system would retain the design capture volume for the project. This would avoid flooding on- or off-site. The project would not substantially degrade water quality or otherwise violate discharge standards. With the implementation of on-site BMPs to capture flows and BMPs designed to address impervious surface runoff from paved surfaces, impacts related to stormwater would be reduced to **less than significant.** However, because this issue has the potential to affect jurisdictional resources on the south side of Manchester Avenue, this issue will be addressed in the EIR.

ii) As referenced, off-site flows entering the property would be captured and conveyed around the on-site stormwater treatment system prior to release off-site. The on-site stormwater system would be designed to retain the capture volumes for the project. The project site is not located within a 100-year mapped flood zone (FEMA Flood Map 06073C1063G, May 2012). As referenced, the project would redirect on-site drainage patterns; however, it would not impede

or redirect flood flows. All on-site drainage would be managed to ensure pre-construction flows off-site are maintained. The project would not expose people or structures to flood hazard from severe storm events. **No impact** would occur under this threshold. This issue will not be addressed in the EIR.

iii) As referenced, off-site flows entering the property would be captured and conveyed around the on-site stormwater treatment system prior to release off-site. The on-site stormwater system would be designed to retain the capture volumes for the project. The project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be **less than significant** under this threshold. This issue will not be addressed in the EIR.

iv) The project will not incorporate features that would impede storm flows or other drainage features such that on- or off-site flooding would occur. However, the project would require the removal of an existing unvegetated ephemeral channel that occurs on-site. This would be mitigated as referenced in Section IV, *Biological Resources*. However, reasonable or feasible alternatives may be implemented to avoid impacts to features both on the north and south side of Manchester Avenue. **This issue will be evaluated in the EIR.**

d) Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The tsunami wave runup map prepared for the Encinitas quadrangle by the California Emergency Management Agency, shows the runup zone is limited to areas west of Interstate 5. The site is located east of the runup area and is not projected to be affected by a tsunami. As referenced, the project site is not within the inundation zone of the nearest reservoirs; and thus, is not expected to be affected by a seiche if a seismic event were to occur. The project generally slopes to the south with steep slopes to the north that could become unstable during grading or other ground disturbing activities. As referenced, the steep slope area would not be disturbed during grading. Thus, the project is not expected to be subject to a mudflow hazard. **No impact** would occur under this threshold. This issue would not be addressed in the EIR.

e) The JRMP is the City of Encinitas's approach to improving water quality in its creeks, lagoons, and the ocean through reducing discharges of pollutants to the municipal separate storm sewer system. To reduce pollutants in these storm drain system discharges to water bodies, the City implements or requires its residents and land owners to implement a variety of BMPs. These are summarized above and addressed in detail within the drainage report and Stormwater Quality Management Plan (SQWMP) prepared for the project. The project would be designed to meet applicable stormwater regulations, including the JRMP. As referenced, off-site flows entering the property would be captured and conveyed around the on-site stormwater treatment system prior to release off-site. The on-site stormwater system would be designed to retain the capture volumes for the project. These features would be consistent with the JMRP. **No impacts** would occur under this threshold. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. LAND USE AND PLANNING -- Would the proposal:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) The proposed project would develop a new senior care facility and 16 work force housing units on a 19.026 gross-acre site. As referenced, the project is allowed with the RR-2 zoning and General Plan (last amended August 21, 2013) provided a Major Use Permit is approved. The site is located in an existing developed area with development to the west, north and east. The San Elijo Lagoon is located to the south on the south side of Manchester Avenue. The proposed project would utilize the existing Manchester Avenue alignment with project-related improvements occurring at the project access road intersection. The project would not result in the construction of improvements that would physically divide existing residential neighborhoods or otherwise impact circulation on Manchester Avenue. N**o impact** would occur under this threshold. This issue will not be evaluated in the EIR.

b) The proposed project site is located in the Cardiff Community as defined within the City of Encinitas General Plan 2025. The General Plan Land Use element recognizes the Cardiff Community as a commercial district generally along Highway 101. As referenced, Manchester Avenue is designated a sensitive view corridor within the City of Encinitas; however, no specific land use policies are related to development proposals along Manchester Avenue within the area containing the project site.

As referenced, the use proposed is consistent with the RR-2 zoning designation provided a Major Use Permit is approved. Other required entitlements ancillary to the Major Use Permit are listed in the project description. As proposed, the project would not conflict with the City of Encinitas General Plan Land Use Element and the design would facilitate compliance with the Municipal Code. The proposed project would be compliant with goals, objectives and policies contained in the General Plan that pertain to the proposed use on the subject property.

McClellan-Palomar Airport is the closest airport and is located approximately 8.0 miles north of the site. The project site is not located within the McClellan-Palomar Airport Influence Area as depicted in the Airport Land Use Compatibility Plan (amended December 1m 2011), within 2 miles of a public use airport or in proximity to a private airstrip.

No impact would occur under this threshold. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

a, b) Per the California Division of Mines and Geology Report, the lands within the City of Encinitas are not located within designated Mineral Resource Zones (MRZ). The closest state-classified mineral resource zone (MRZ-2) is located in the Kearney-Mesa/Mission Valley area. The project is not located within or in proximity to a MRZ. The proposed project would not require excavation of mineral resources nor would construction result in the loss of availability of any known regional or local mineral resources. Therefore, **no impact** to mineral resources would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Noise levels (or volume) are generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance

or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, L_{eq} is summed over a one-hour period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics – the Day-Night average level (L_{dn}) and the Community Noise Equivalent Level (CNEL) recognize this fact by weighting hourly L_{eq} over a 24-hour period. The L_{dn} is a 24-hour average noise level that adds 10 dB to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the L_{dn}, except it also adds a 5 dB penalty for noise occurring during the evening (7:00 PM to 10:00 PM).

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called ground borne noise. Ground borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Ground-borne vibration related to human annoyance is generally related to velocity levels expressed in vibration decibels (VdB). However, construction-related groundborne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (Federal Transit Administration, May 2006). Based on the FTA's *Transit Noise and Vibration Impact Assessment* and the California Department of Transportation's 1992 *Transportation-Related Earthborne Vibration, Technical Advisory*, vibration levels decrease by 6 VdB with every doubling of distance.

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and parks are most sensitive to noise intrusion; and therefore, have more stringent noise exposure standards than commercial or industrial uses that are not subject to impacts such as sleep disturbance. Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character. Therefore, the location, hours of operation, type of use, and extent of development warrant close analysis in an effort to ensure that noise sensitive receptors are not substantially affected by noise.

Noise Standards

Federal Noise Policies. There are no federal noise requirements or regulations that apply directly to the City of Palm Desert. However, there are federal regulations that influence the audible landscape, especially for projects where federal funding is involved. For example, the FHWA requires abatement of highway traffic noise for highway projects through rules in the Code of Federal Regulations (23 CFR Part 772), the Federal Transit Administration (FTA), and Federal Railroad Administration (FRA). Each agency recommends thorough noise and vibration assessments through comprehensive guidelines for any highway, mass transit, or high-speed railroad projects that would pass by residential areas.

Federal Vibration Policies. The Federal Transit Administration (FTA) has published guidelines for assessing the impacts of groundborne vibration associated with construction activities, which have been applied by other jurisdictions to other types of projects. The FTA measure of the threshold of architectural damage for non-engineered timber and mason buildings (e.g., residential units) is 0.2 in/sec PPV. The threshold of perception of vibration is 0.01 in/sec PPV (Federal Transit Administration, Office of Planning and the Environment, 2006).

State Noise Policies. Title 24, Section 3501 et. seq. of the California Code of Regulations codifies California Noise Insulation Standards. This code section uses the Community Noise Equivalency Level (CNEL) as its primary noise evaluation measurement. The CNEL measurement assesses noise variation during different times of the day for the purposes of averaging noise over a 24-hour period. Essentially, CNEL takes average sound levels at an observation point and adds a weighted penalty to those sounds that occur during the evening (+5 dBA) and nighttime hours (+10 dBA). An interior noise level of 45 dBA CNEL is often considered the desirable noise exposure level for single-family residential units. An exterior noise level of 65 dBA is generally considered an acceptable level for residential and other noise-sensitive land uses.

State Vibration Policies. There are no state standards for traffic-related vibrations. California Department of Transportation's (Caltrans) position is that highway traffic and construction vibrations generally pose no threat to buildings and structures. For continuous (or steady-state) vibrations; however, Caltrans considers the architectural damage risk level to be between 0.2 and 2.0 inches/second (California Department of Transportation, 2013).

City of Encinitas Noise Ordinance. Chapter 9.32.410 of the Encinitas Municipal Code prohibits the operation of commercial construction equipment on Sundays or between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday. Construction noise cannot exceed 75 decibels for more than 8 hours during any 24-hour period when the construction site is located in proximity residential properties.

Per Chapter 30.40.010 (A), of the Encinitas Municipal Code, the maximum allowable exterior noise level at residences is 50 dBA from 7 a.m. to 10 p.m., and 45 dBA from 10 p.m. to 7 a.m.

a) Construction Noise. Temporary, construction-related noise would occur during construction of the proposed project. The noise levels associated with the operation of common construction equipment are shown in Table 6. The noise levels are provided for reference purposes; not all equipment shown would be used for the proposed project. Noise levels are expected to occur within the ranges shown.

Table 6
Typical Construction Equipment Noise Levels

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)	Maximum Sound Levels for Analysis (dBA at 50 feet)
Pile Driver 12,000 to 18,000 ft-lb/blow	81–96	93
Rock Drills	83–99	96
Jack Hammers	75–85	82
Pneumatic Tools	78–88	85
Pumps	74–84	80
Scrapers	83–91	87
Haul Trucks	83–94	88
Cranes	79-86	82
Portable Generators	71-87	80
Rollers	75-82	80
Dozers	77–90	85
Tractors	77–82	80
Front-End Loaders	77–90	86
Hydraulic Backhoe	81-90	86
Hydraulic Excavators	81–90	86
Graders	79–89	86
Air Compressors	76–89	86
Trucks	81–87	86
Trencher	73-80	80

Source: Bolt, Beranek & Newman, Noise Control for Buildings and Manufacturing Plants, 1987.
dBA = A-weighted decibels, ft-lb/blow = foot-pounds per blow

Construction of the proposed improvements may utilize dozers, tractors, loaders, trucks and a variety of other types of equipment as individual phases of the construction process progress.

No blasting, pile-driving or deep excavation is anticipated for the project. Noise levels associated with the equipment commonly used will range from 80 to 88 dBA at 50 feet from the source. A doubling of sound energy yields an increase of three decibels, so multiple pieces of equipment operating together may cause relatively small but noticeable increases in noise levels above that associated with one piece of equipment. Assuming two pieces of construction equipment, each producing a noise level of 88 dBA, are operating at one time on the site, the worst-case combined noise level during the site preparation phase of construction is an estimated 91 dBA at a distance of 50 feet from the active construction area.

The nearest sensitive property are single family residences at the southern terminus of Via Tiempo adjacent to and north of the site. The northern portion of the site will remain undeveloped and placed in a conservation easement. The closest that construction would occur to the residences is approximately 500 feet. Construction noise may be audible at the nearest residences neighboring the site; however, assuming noise levels are 91 dBA at 50 feet from the source and sound energy would attenuate 6 dBA per doubling of distance, sound energy would attenuate to approximately 71 dBA at 500 feet. Noise levels at the nearest residences would not exceed the 75-dBA threshold referenced in the Encinitas Municipal Code. As stated, the Encinitas Municipal Code permits construction activities between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. Construction occurring consistent with these provisions is exempt from regulation. Thus, noise impacts during construction of each phase would be **less than significant**.

Operational Noise. Operation of the proposed project would generate noise associated with vehicle traffic. To gather data on the general noise environment at the project site, one weekday morning 15-minute noise measurement was taken on September 19, 2018. The monitoring location is located near the southeast corner of the property. The measurement was taken using an ANSI Type II integrating sound level meter. The predominant noise source was traffic on Manchester Avenue. The temperature during monitoring was 70 degrees Fahrenheit with gusty wind from the west. A windscreen was used to minimize related effects caused by wind. The Leq during monitoring was 66.0 dBA.

Exterior. Traffic is the primary noise source that would be generated by the proposed project. Thus, whether a traffic-related noise impact would occur is based on whether project traffic, when added to the existing traffic, would cause the Leq to noticeably increase (+3 dBA) or exceed the 50-dBA exterior standard referenced in the Encinitas Municipal Code. For a noticeable increase to occur, the sound energy (i.e., traffic volumes or speeds) would need to double. Existing noise levels exceed the day- and nighttime requirement (50 and 45 dBA, respectively) for residential areas as defined in the municipal code. Thus, whether an impact would occur is based on whether project traffic, when added to baseline conditions, would cause noise levels to increase by 3 dBA. For a noticeable (3 dBA) change to occur, traffic volumes along Manchester Avenue would have to double. According to the *Manchester Senior Living Traffic Letter Report* (Linscott, Law and Greenspan, Inc., August 2018), daily volumes along Manchester Avenue are 28,565. Assuming 10% of daily traffic occurs during the peak hour, peak hour volumes along Manchester Avenue are approximately 2,857 vehicles. The

project would generate 712 daily trips with 37 morning peak hour trips and 57 pm evening peak hour trips. The addition of project traffic would not cause traffic volumes to double; thus, no noticeable traffic noise increase would occur. Because the project would not noticeably increase off-site noise levels over ambient conditions, a **less than significant** impact would occur under this threshold. This issue will not be addressed in the EIR.

b) Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-by events. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as vibration rapidly diminishes in amplitude with distance from the source. In the U.S., the ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction activity on the project site would be temporary and any vibration would likely not persist for long periods. Assuming vibration levels would be simlar to those associated with a large bulldozer, typical groundborne vibration levels would be 87 VdB at 25 feet, 81 VdB at 50 feet, and 75 VdB at 100 feet, based on the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment* (May 2006) as shown in Table 7.

Construction activities that typically generate substantial groundborne vibration include deep excavation and pile driving. Based on the proposed scope of improvements, this type of construction activity is not expected. General construction associated with the project would be confined to the project site and consist of grading and excavation for building footings. It would be temporary in duration. The closest single-family residence to the site is located approximately 500 feet to the north of the disturbance area. Based on the information presented in Table 8, vibration levels would not be perceptible at the nearest receiver during construction assuming a bulldozer is the heaviest piece of equipment used during grading or site clearing.

As discussed, 100 VdB is the threshold where minor damage can occur in fragile buildings. Vibration levels are projected to be under this threshold; thus, structural damage is not expected to occur as a result of construction activities associated with the proposed project.

Table 7
Typical Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998

Given the distance between the construction area and the residences, would not exceed the groundborne velocity threshold level of 72 VdB for residences and/or buildings where people sleep as discussed above. Maximum vibration levels could be 81 VdB at 50 feet from the source.

As referenced, the Encinitas Municipal Code allows construction activities between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. Construction occurring consistent with these provisions is exempt from regulation. Construction occurring consistent with these provisions is exempt from regulation. Thus, vibration occurring during construction of each phase would be **less than significant**. This issue will not be addressed in the EIR.

c) As referenced, McClellen-Palomar Airport is located 7.0 miles north of the site and is the closest airport. The project site is not located within the McClellen-Palomar Airport Influence Area, within 2 miles of a public use airport in proximity to a private airstrip. While some aircraft overflights may occur and be audible, the proposed project would experience noise levels any greater than what occurs in neighboring residential areas. **No impact** would occur under this threshold. This issue will not be addressed in the EIR.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
XIV. <u>POPULATION AND HOUSING</u> — Would the project:				
a) Induce substantial unplanned population growth in an area, either	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. <u>POPULATION AND HOUSING</u> — Would the project:				
directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) The proposed project would provide housing and/or senior care for approximately 200 people (assuming one resident per unit). CalEEMod estimates the work force element would provide housing for approximately 46 people assuming 2.9 people per unit. The project is proposing studio units which may limit the number of residents to one per unit. However, for the purpose of discussion, it is assumed the total resident population would be approximately 246 (i.e., 200 senior care facility residents and 46 work force housing residents) people. The proposed project would not require the removal of housing to accommodate improvements. It is assumed the senior care facility would house existing residents living within the San Diego area and the work force housing would project housing for employees or others who meet the housing requirements. The project would not induce population growth directly as a result of new development or indirectly through the extension of utility infrastructure to a currently unserved area. All improvements would occur on the project site and adjacent street. **No impact** related to population growth would result from project implementation. This issue will not be addressed in the EIR.

b, c) The project site is used for agricultural purposes and contains several out buildings located near the southwest corner. Project implementation would not result in the removal of existing housing or the displacement of residents that would require the construction of replacement housing elsewhere. **No impact** would occur**.** This issue will not be addressed in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

a (i-v) The City of Encinitas Fire Department provides fire and emergency medical services to the City of Encinitas. Fire Station 4 is the nearest station to the project site. It is located at 2011 Village Park Way approximately 3.5 miles north of the site. Like any development project, the project may increase demand for fire service; however, the project is consistent with the land use designation for the site and would not increase the population beyond what was anticipated in the City of Encinitas General Plan. Further, the project would be designed and constructed consistent with applicable codes and standards for access and fire suppression infrastructure. It is not expected that the project would require construction of a new fire station to maintain service ratios. The project would be required to pay impact fees to cover costs associated with providing fire service. This would reduce the potential increase in demand to **less than significant.**

Law enforcement services are provided by the San Diego County Sheriff. The North Coastal Sheriff Station is located at 175 North El Camino Real. The North Coastal Sheriff Station is the largest division in the City of Encinitas and provides first response to all emergencies, performs

preliminary investigations, and provides basic patrol services to the City of Encinitas. The San Diego County Sheriff's Department has approximately 4,000 sworn officers and support staff.

The project could potentially increase demand for law enforcement services by increasing activity in the area. However, the project is consistent with the land use designation for the site and would not increase the population beyond what was anticipated in the City of Encinitas General Plan. The project is not expected to require the construction of new or expanded Police Department facilities. This would reduce the potential increase in demand to **less than significant.**

The nearest school operated by the Encinitas Union Elementary School District is Park Dale Lane Elementary School located at 2050 Park Dale Lane, Encinitas, CA approximately 2.5 miles northeast of the site. Private schools include the Encinitas Country Day School located at 3616 Manchester Avenue approximately one-half mile northeast of the site. The senior care facility would not generate demand for school services. The approximately 47 work force housing units may house school age children but it is not anticipated to affect demand for school services or require the construction of new schools. The payment of impact fees will offset any school impact related to increased enrollment associated with the project. As indicated by the service letters provided with the Tentative Map/Major Use Permit application, the San Dieguito Unified School District has adequate capacity to provide school services to new project residents. The project is not expected to require the construction of new or expanded school facilities. This would reduce the potential increase in demand to **less than significant.**

The City of Encinitas Public Library provides library services to city residents. The library is located at 540 Cornish Drive, Encinitas, California 92024. The senior care facility is not expected to generate significant demand for library services. The affordable housing residents may generate demand for library services. This is not expected to require new library facilities. No new or expanded library services would be required. This impact would be **less than significant.**

Cardiff Sports Park is the nearest park to the project site. It is located at 1661 Lake Drive in Encinitas, approximately 1 mile north of the project site. The San Elijo Lagoon provides passive recreational opportunities. The senior care facilities is not expected to generate demand for new recreational facilities. The affordable housing residents may use park services; however, the population is small in comparison to the availability of resources within the City of Encinitas. The project would not remove park or recreational facilities that would require replacement elsewhere. With the payment of impact fees for each unit, the project would cover any fair share costs for the provision of park resources necessary to meet City demand. This impact would be **less than significant.**

The project would not require the provision of new or physically altered governmental facilities to maintain acceptable service levels. As noted, an increase in demand for fire, police or other services may occur. This would be **less than significant** as would impacts to school, library and recreation services. These issues will not be addressed in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

a-b) The project would be a new senior care facility with 16 affordable housing units. The project would contribute to an increase in the City of Encinitas population which may affect demand for recreational resources. As referenced in Section XIV, *Public Services*, the project would be required to pay impact fees to cover improvements to recreational resources. The project does not include recreational facilities or the expansion of existing facilities that may adversely affect the environment. With the payment if impact fees, a **less than significant** impact would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. TRANSPORTATION -- Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. <u>TRANSPORTATION</u> -- Would the project:				
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

Material in this section was obtained in part from the Belmont Village Encinitas-by-the-Sea Traffic Impact Letter, prepared by Linscott, Law and Greenspan, Inc., (December 2019) (Appendix J).

a) The project would be consistent with the current zoning and General Plan designation for the project site. No inconsistencies with General Plan Circulation Element policies would occur. **No impact** would occur under this threshold. This issue will not be addressed in the EIR.

b) As discussed in the Manchester Senior Living, Traffic Impact Letter, the project would generate approximately 712 daily trips. Of the total, 37 would occur during morning peak hour; 57 would occur during the evening peak hour. Primary access to the project site would be from Manchester Avenue and Via Pico. An evaluation of project impacts was performed at the following intersections and road segments:

Intersections:
1. I-5 Southbound Ramps / Manchester Avenue;
2. I-5 Northbound Ramps / Manchester Avenue; and
3. Manchester Avenue / DAR Access Road (Future).

Segments:
Manchester Avenue
1. Interstate 5 Southbound Ramps to Interstate 5 Northbound Ramps;
2. Interstate 5 Northbound Ramps to DAR Access Road (Future); and
3. DAR Access Road (Future) to Mira Costa College Road.

The DAR is a future condition that would provide direct transit access to northbound Interstate 5 from the transit facility currently under construction. The DAR road would also provide primary access to the site. The traffic evaluation concluded that short-term peak hour

operations at study area intersections would result in a Level of Service (LOS) of C or better with and without the addition of project traffic to existing traffic volumes. No adverse impacts to the adjacent intersections studied would occur. Based on the results of the street segment capacity analysis, Manchester Avenue would operate at LOS C or better both with and without the project.

Long-term conditions (2030) show the LOS would be D or better with or without project traffic and with or without the DAR. No intersection impacts were calculated in any of the long-term analysis scenarios.

With respect to the segments evaluated, Manchester Avenue is calculated to operate at LOS D with near-term conditions in both with and without the project with the exception of the segment between the I-5 Southbound Ramps and the I-5 Northbound Ramps, which is calculated to operate at LOS F both with and without the project. Based on the City of Encinitas significance criteria, no significant impacts are identified on the segment of Manchester Avenue between the I-5 Southbound Ramps and the I-5 Northbound Ramps because the project traffic contribution is below the allowable threshold.

Impacts to traffic operations and circulation would be **less than significant.** However, this issue will be evaluated in the EIR.

c) Road improvements would be limited to the construction of two driveways from the DAR road. A secondary emergency access road would be constructed at the southeast corner of the site providing access to Manchester Avenue. All construction would occur consistent with city standards. Project design would not increase hazards. **No impact** would occur. This issue will not be addressed in the EIR.

d) The proposed project would not alter emergency access routes. The site would be accessed by two driveways along the DAR access road/Via Pico with secondary access from Manchester Avenue at the southeast corner of the site. The proposed DAR roadway would provide access to the site for residents, employees, visitors and emergency service vehicles. No project activity would impair emergency access to the area. **No impact** would occur. This issue will not be addressed in the EIR.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a	☒	☐	☐	☐

	tribal cultural resource, defined in the Public Resource Code section 21074 as either a site, feature, place cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is:				
i.	Listed or eligible for listing in the California Register of Historic Places, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k), or				
ii.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

a) As required under AB 52, the City of Encinitas will send consultation notices to Native American tribal representatives regarding the proposed project as part of the CEQA review process. As discussed in Section V., *Cultural Resources*, the property survey did not identify any significant cultural resources. One isolate metate fragment was observed; however, this fragment was determined not to be significant. While the survey was negative for significant cultural resources, archaeological and Native American monitoring was recommended during all ground-disturbing activities as grading may expose areas containing buried cultural deposits not be observed during the survey. The recommendation for archaeological monitoring is based upon the sensitivity of the area and the fact that soil movement downslope toward Manchester Avenue over many decades of agricultural disturbance has created the potential for buried and covered archaeological sites that may have existed along the lagoon shoreline.

Implementation of Mitigation Measures **CUL-1** through **CUL-5** would reduce potential impacts to Tribal Cultural Resources to less than significant. However, reasonable or feasible alternatives to the proposed project may reduce potentially significant or adverse impacts to Tribal Cultural Resources. **This issue will be addressed in the EIR.**

b) The *Phase I Cultural Resources Survey* did not identify the presence of significant resources on-site pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. To date, formal consultation required per AB 52 has not occurred. This will occur during preparation of the EIR. **This issue will be addressed in the EIR.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure,	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
or otherwise impair the attainment of solid waste reduction goals?				
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a) Wastewater would be conveyed off-site within existing sewer lines located along Manchester Avenue west to the San Elijo Water Reclamation Facility (SEWRF). The SEWRF is located at 2695 Manchester Avenue approximately one mile west of the site and is operated by the Cardiff Sanitation District. The Cardiff Sanitation District owns and operates a sanitary sewer collection system (collection system) consisting of over 84 miles of sewer lines. The project would generate approximately 15.6 million gallons of wastewater annually (assuming 60% of total water demand) or 43,000 gpd. The SEWRF capacity is 2.5 mgd; thus, additional demand would be approximately 0.1% of capacity. The project would create additional demand on existing facilities. The project is consistent with the General Plan and zoning; thus, wastewater volumes could be accommodated within flows projected for planning purposes.

Potable water would be provided by OMWD. Per the 2015 Urban Water Management Plan, water demand within the service area was 19,549-acre feet in 2015. Demand is expected to increase to 22,843-acre feet by 2020 and 23,813-acre feet by 2035. Per the Urban Water Management Plan, future supply is expected to match service area demand. The project would minimize water demand by installing low flow fixtures and implementing other water reduction features that further reduces demand by 20% over projected volumes. Further, landscaping would be required to comply with the City of Encinitas Water Efficient Landscape Regulations (Chapter 23.26 EMC). No new water treatment or off-site distribution systems would be required to serve the project.

As discussed, the project onsite stormwater management system will consist of area drain and catch basin inlets, PVC area drain lines, RCP storm drain lines, and bioretention basins. To meet water quality, hydromodification, and detention requirements that are necessary to develop the existing site, onsite stormwater mitigation measures will, at a minimum, include bioretention basins onsite that comprise of mulch, engineered soil media, and gravel. The only off-site improvements required would be replacement of existing stormwater culverts and outfall structures along the south side of Manchester Avenue. These would be constructed as part of the project.

Other public utilities (i.e., electrical, natural gas, telephone/cable) would be extended to serve the site. This would not require the expansion of existing facilities to provide these services.

A **less than significant** impact would occur. This issue will not be addressed in the EIR.

b) The project site is located in the City of Encinitas in the Olivenhaven Municipal Water District service area. OMWD's potable distribution system consists of approximately 434 miles of pipeline, fourteen reservoirs and six pump stations. Water demand projections as calculated by CalEEMod 2016.3.2 (see Appendix C) is approximately 19.5 million gallons annually or 53,500 gallons per day. The proposed project would be required to comply with federal, State and local plans, policies and regulations and Executive Order B-29-15, which requires a 20% reduction in potable water use during construction and implementation of Best Management Practices for new development concerning water conservation, both for potable and non-potable uses. Chapter 3.1.2 of the City of Encinitas Climate Action Plan contains measures that can be implemented to reduce water consumption and related energy costs associated with water reclamation and transport.

Potable water would be provided by OMWD. Per the 2015 Urban Water Management Plan, water demand within the service area was 19,549-acre feet in 2015. Demand is expected to increase to 22,843-acre feet by 2020 and 23,813-acre feet by 2035. Per the Urban Water Management Plan, future supply is expected to match service area demand. The project would minimize water demand by installing low flow fixtures and implementing other water reduction features that further reduces demand by 20% over projected volumes. Further, landscaping would be required to comply with the City of Encinitas Water Efficient Landscape Regulations (Chapter 23.26 EMC). The purpose of this ordinance is to reduce potable water demand through the implementation of regulatory controls affecting landscape design in the City of Encinitas. Project design features would minimize potable water demand. No new water entitlements would be necessary to serve the project. A **less than significant** impact would occur. This issue will not be addressed in the EIR.

c) As discussed, the project onsite stormwater management system will consist of area drain and catch basin inlets, PVC area drain lines, RCP storm drain lines, and bioretention basins. To meet water quality, hydromodification, and detention requirements that are necessary to develop the existing site, onsite stormwater mitigation measures will, at a minimum, include bioretention basins onsite that comprise of mulch, engineered soil media, and gravel. The proposed development will increase peak storm flows in the develop condition, and onsite stormwater detention is proposed to mitigate the increase in peak storm flows for the 100-year storm frequency. No impact in addition to those evaluated in Section IX, *Hydrology and Water Quality*, would occur. Impacts would be **less than significant**. This issue will not be addressed in the EIR.

d) The proposed project would generate construction/demolition waste (CDW) as well as ongoing domestic waste from the commercial uses on-site. Solid waste generated in the City of Encinitas is collected by the City of Encinitas or EDCO Inc. and disposed of in landfills located

within San Diego County. The nearest landfill is Miramar Landfill located in San Diego, California. The Project site is located approximately 14 miles north of the Miramar Landfill which is located at 5180 Convoy St, San Diego, California 92111. The landfill is owned and operated by the City of San Diego. The landfill property area consists of over 1,500 acres. The landfill has a permitted capacity of 3,900 tons per day. The disposal capacity is expected to last through the year 2030.

e) It is presumed that construction waste would be comprised of concrete, metals, wood, landscape and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50% and has a long-term compliance goal of 70%. AB 341 (2015) increased the recycling goal to 75%. CDW associated with the proposed project will be recycled to the extent practicable with the remainder sent to a landfill. The construction debris would be processed and recycled or sent to the landfill.

Cal Recycle estimates that the project would generate approximately 190 tons of solid waste annually without implementation of recycling measures. Assuming the project complies with AB 341, the quantify of solid waste would be reduced to 47.5 tons annually or approximately 520 pounds per day. Assuming Miramar Landfill receives the waste, this would increase the total volume of material going to landfill daily by less than 1 percent. A **less than significant impact** would occur under this threshold. This issue will not be addressed in the EIR.

XX. WILDFIRES -- Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐

XX. WILDFIRES -- Would the project:

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a) The site is currently accessed from Manchester Avenue which serves as the primary evacuation route for residents living in the general area. The project would add 37 trips during morning peak hour and 57 trips during the evening peak hour. The project site would be accessed from Via Pico on the west side of the site. Emergency vehicle access would be provided at the southeast corner of the site. The project would not adversely impact traffic operations on Manchester Avenue; and thus, would not impact use of Manchester Avenue as an evacuation route. A **less than significant** impact would occur under this threshold. This issue will not be evaluated in the EIR.

b) The project is surrounded by single family residential to the north, Mira Costa College to the east and a new Caltrans park and ride facility to the west. The San Elijo Lagoon is located to the south. Prevailing wind is from the west. The project is downslope of the development to the north. Native habitat would be located between the developed areas of the project site and single-family residential to the north. This area could be affected by wildfire; however, it is surrounded by urban development. Further, sufficient fuel modification area would be provided around the site perimeter to avoid potential impacts associated with a wildfire should one occur in the undeveloped area to the north. The project site is not expected to be exposed to high risk resulting from surrounding slopes or prevailing winds. **Impacts would be less than significant.** The issue would not be evaluated in the EIR.

c) The majority of the site is vacant and used for the production of agricultural crops. The portion of the site north of the development area would remain vegetated with native habitat. City of Encinitas fuel modification regulations require a 100-foot clear area around each structure. These areas have been included in the project design and are intended to minimize fire risk for structures constructed in the future.

d) The site is located downslope from the vegetated area to the north. The area is relatively small and there is adequate distance between the vegetated area and the development area, that if burned, is not expected to result in substantive risk from landslide or mudflows. The area west and east of the site does not contain steep slopes. Thus, if burned, it is unlikely that landslides or mudflows would occur to the extent that property damage downslope would result. Impacts would be **less than significant.** This issue will not be evaluated in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to substantially degrade the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) Pre-construction surveys to locate nesting birds on-site would be performed per Mitigation Measure BIO-1. This would avoid potential impacts to migratory bird species. The site contains an unvegetated ephemeral soft-bottom channel. The area impacted by the project would be 0.08 acres which comprises a historical course of the drainage feature. As referenced, impacts to the ephemeral channel would require a Section 1602 Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife (CDFW), a Section 404 Clean Water Act (CWA) permit and a Section 401 Water Quality Certification in accordance with the CWA. No sensitive

plants or animals were observed on-site. CSS habitat is located at the north end of the site. This is not quality habitat and no gnatcatchers were present during the survey performed for preparation of the Biological Resources Report.

The project site contains no known cultural resources. However, because the site was determined to be sensitive for cultural resources, archaeological and Native American monitoring is recommended during ground disturbing activities.

Because mitigation is required to minimize impacts to biological and cultural resources, alternatives will be evaluated in the EIR to avoid impacts to the resources.

b) As presented in the discussion of environmental checklist Sections I through XX, the project would have no impact or a less than significant impact with respect to most all environmental issues. Potentially significant impacts could occur to aesthetic/visual resources, biological and cultural resources, greenhouse gas, geology/soils, hydrology/water quality, traffic and tribal cultural resources; and thus, will be addressed in the EIR. Based on the limited scope of direct physical impacts to the environment associated with the proposed project and the fact that mitigation or avoidance would reduce potentially significant or adverse impacts , the impacts are project-specific. Consequently, the project along with other cumulative projects would result in a **less than significant** cumulative impact with respect to all environmental issues.

d) In general, impacts to human beings are associated with air quality, hazards and hazardous materials and noise. As presented in the environmental checklist discussions, the project would have no impact or a less than significant impact with respect to these environmental issues. Therefore, the project would have a **less than significant** impact on human beings.

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